

indicating these changes is also attached. Also, potentially misleading small circles originally included by the draftsman at the ends of each of the reference numeral leader lines have been eliminated.

REMARKS

In the Drawings

The German wording near Fig. 4 is unnecessary and has been deleted. Also, the small circle at the end of the leader line for reference numeral 13 is believed misleading and has been deleted since it does not designate a pin or other pivotal connection of the rocker arm 8 to bolt 7 and merely designates a moveable fulcrum for pivoting the rocker arm 8 on bolt 7. As an editorial matter, the other small circles provided by the draftsperson at the ends of the leader lines have also been eliminated in the Replacement Sheets of drawings since they too may be somewhat misleading.

In the Specification

The following text has been added at the end of the first full paragraph on page 4

“The friction linings 9 on the inner surfaces of the opposite limbs 8A, 8B of the rocker lever 8 tangentially contact diametrically opposite points on the fixed bolt 7 thereby frictionally pinching the bolt between the limbs at a fulcrum 13. Since the rocker lever 8 is frictionally movable along the fixed bolt 7, the fulcrum 13 is movable along the fixed bolt 7 so that the rocker lever may pivot about the moveable fulcrum 13 at different locations along the fixed bolt 7.”

This addition to the specification provides support which is believed entirely consistent with the original claim language and drawings for claim 2 thus overcoming the rejections under Sec. 112 for failure to comply with the enablement and written description requirements. No new matter has been added.

In the Claims

With respect to the Section 112, rejections of claim 1, the phrase “particularly” has been eliminated and, in general, the claim has been amended to avoid some unnecessary limitations and more positively recite the various structural elements.

Claim 1 has been rejected under Section 103a as unpatentable over Hikari in view of Kawai and has been amended to more positively define the rocker lever which is moveable in the direction of the length of the fixed bolt and to state that the rocker lever has two tongues, one connected to the peripheral surface of the armature disc and the other connected to the caliper. Hikari discusses a problem in the paragraph bridging Cols. 4 and 5 which appears to relate to centering of the caliper relative to the brake disc; however, Hikari discloses only spring arrangements for pushing the brake pads apart from each others and nothing similar to Applicant’s rocker lever as presently claimed.

The Kawai reference discloses a dual-arm rocker lever for controlling the air gap on either side of a brake disc to compensate for wear of the brake pads but the gap on opposite sides of the brake disc is not necessarily equal. Unlike Kawai, Applicant’s use of a rocker lever

having two tongues connected to the armature disc and caliper results in the floating caliper always being centered with respect to the brake disc, even if the brake disc unit is bent slightly due to changing or heavy loads on the brake. This type of brake is less likely to produce any grinding sounds (between the disc and brake pads) while the brake is in its relaxed state. The centering of the floating caliper with respect to the brake disc has nothing to do with any compensation for wear of the brake pads. Kawai compensates for wear of the brake pads but does not ensure that a uniform air gap of opposite sides of the brake disc is maintained. There is no automatic positioning of the brake pads to ensure that the brake disc is centered between the pads. The two pressure levers 224 a/b of Fig. 7 of Kawai are not comparable to the tongues on the rocker lever of the present invention because these levers apply the braking force to the main linings 226 a/b - which is quite different from the mode of operation of the rocker lever of the present invention.

Claim 1, as presently amended, more specifically states that the rocker lever is movable in the direction of the length of the fixed bolt (unlike Kawai) and that the rocker lever has two tongues, one being connected to the peripheral surface of the armature disc and one being connected to the caliper (again unlike Kawai). Applicant's arrangement in which the dual-arm rocker is movable in the direction of the length of the bolt on which the brake body is mounted ensures that the air gap on opposite sides of the brake disc is essentially equal.


Claim 2 has been clarified and supporting language has been added to the specification which is consistent with the language of original claim 2 and the original description

and drawings which all show Applicant's rocker lever having friction linings thereon which engage the bolt at diametrically opposite points to so define a movable fulcrum on the fixed bolt.

The caliper brake as taught by Hikari somehow modified with a dual arm lever as taught by Kawai would still fall far short of the presently claimed invention which is an unobvious combination functioning an unobvious way to achieve a substantially equal air gap on either side of the brake disc.

Favorable reconsideration is respectfully requested.

Respectfully submitted,



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